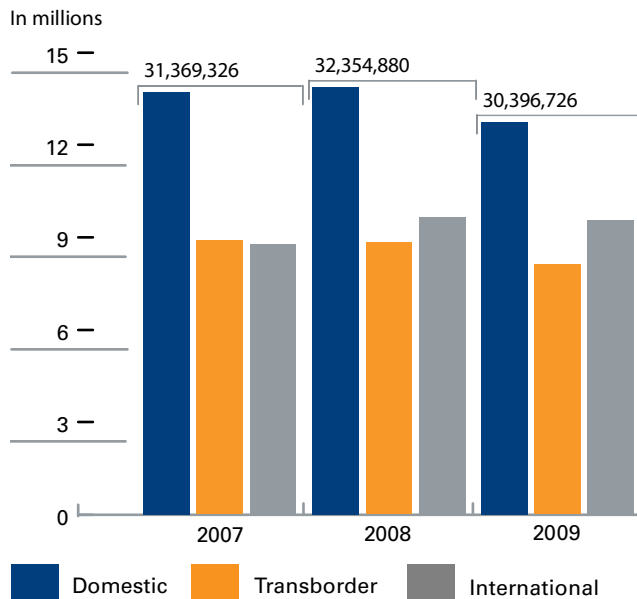


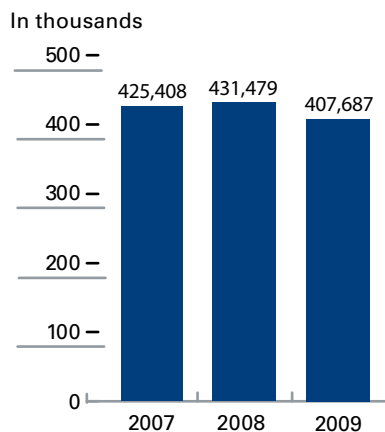
Passenger Traffic at Toronto Pearson, 2007–2009

(December–November)



Runway Movements at Toronto Pearson, 2007–2009

(December–November)



Activity at Toronto Pearson in 2009

Passenger traffic hit a low in May, but has steadily improved since, led by international traffic, which grew 0.8 per cent over 2008 levels—the first growth since February 2009. Both domestic (-7 per cent) and transborder traffic (-3 per cent) are improving, but remain below 2008 levels.

Aircraft movements showed significant improvement in November (more than 10 per cent), nearing 2008 levels.

Air Services

Air Canada announced increased summer service to multiple U.S. destinations: Baltimore, Columbus OH, Dallas, Detroit, Fort Lauderdale, Hartford, Indianapolis, Las Vegas, Los Angeles, Newark, Philadelphia, and San Francisco.

Starting May 1, Air Canada offers daily service to Caracas. Starting June 24, Air Canada offers new daily service to Copenhagen.

WestJet announced new and increased summer service to multiple destinations: Atlantic City, Miami, Cancun, Puerto Vallarta, Barbados, St. Lucia, St. Maarten, Cayo Coco, Varadero, and Providenciales.

Starting May 1, WestJet offers direct service to Bermuda.

Starting March 28, **Cathay Pacific** increases service to Hong Kong with three additional direct flights weekly.

Starting March 29, **EVA Air** offers direct service to Taipei, the first non-stop flight from Toronto.

United Airlines will increase capacity this summer on its Denver route with an additional 140 seats per week.

Arts and Culture

Champions on Ice and Snow opened just in time for the Winter Olympics in Vancouver. Athletes in this exhibition know what it feels like to have a whole country cheering for them. They know what it feels like to make history. And they know what it feels like to win the Lou Marsh Memorial Trophy for being Canada's best athlete.

Some of the items on display in the exhibit include life-sized action photos of Gaétan Boucher, Catriona Le May Doan, Donald Jackson and Nancy Greene. Also included are Kurt Browning's skates, Anne Heggtveit's skis, and a reproduction of a sweater, hat and mittens worn by Barbara Ann Scott.

The exhibit is located at Gallery 120 (near Gate 120, Domestic Departures) in Terminal 1 and will be in place until June. The GTAA is proud to present this exhibition in partnership with Canada's Sports Hall of Fame.

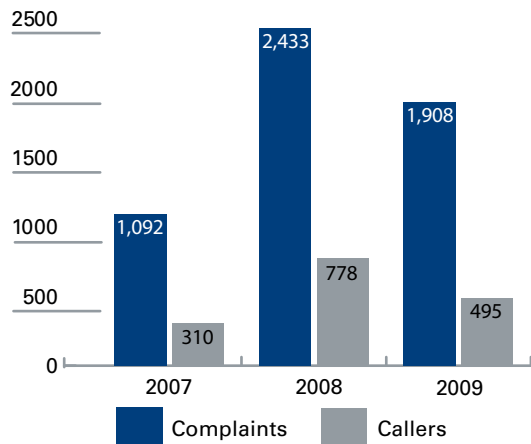
What will jewellery and metalwork look like in 2067? The Metal Arts Guild of Canada (MAG) invited artists to look to the future and design pieces for 2067, the year of Canada's bicentennial. For the juried exhibition *MAG 2067: Crafting the Future*, artists responded to one of five stories about the future. The results are often beautiful and always inventive.

Claudio Pino created a complex gold, silver and gemstone ring with moving parts that represents the sensation of weightlessness in space. Charles Funnell's necklace of silver, crystals and lava beads is a reminder of the sunsets and starry nights that are no longer visible in a post-apocalyptic world. This exhibition is on display in Terminal 1, International Departures, until March.

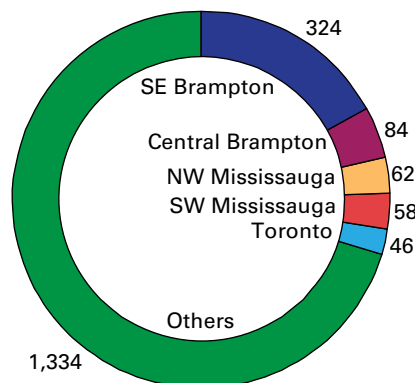
For British photographer and filmmaker David Buckland, the High Arctic is an extraordinary place to visit, providing evidence of what we stand to lose through climate change. Since 2001, he has led expeditions to the High Arctic on-board the schooner *Noorderlicht* so that artists and students can experience first hand the effects of global climate change. While guests are invited without obligation, the results of these trips have led to the Cape Farewell Project, a diverse range of artistic outcomes that address and raise awareness about climate change. In partnership with No. 9 Contemporary Art and the Environment, the GTAA presents *David Buckland: Arctic Projections and the Cape Farewell Project*. The exhibition includes some of Buckland's powerful, resonant photographs and films of projected text and images on melting icebergs, as well as two short films. The exhibition is on display until June, in Terminal 1, Level 3.

Fringe Benefits: Cosmopolitan Dynamics of a Multicultural City looks at urban design in the suburbs. The suburbs of today are more ethnically diverse, globally connected and culturally aware than at any other time in history. The influences of these factors on the built environment are unprecedented in the evolution of the North American city. For many years, the car-dominant, strip-mall landscape of the suburb was derided by architects and urban designers as devoid of culture and full of uninspired buildings—hardly an environment for innovative urban design, until now. Curated by Ian Chodikoff, urban designer, architect and editor of *Canadian Architect* magazine, the exhibition features photography, video, maps and art that reveal how racial and ethnic diversity is playing a key role in transforming our suburbs into environments defined by thoughtful and unconventional urban design. The show is on display until mid-April in Terminal 1, Airspace Gallery, above Canada Arrivals.

Noise Complaints and Callers, 2007–2009

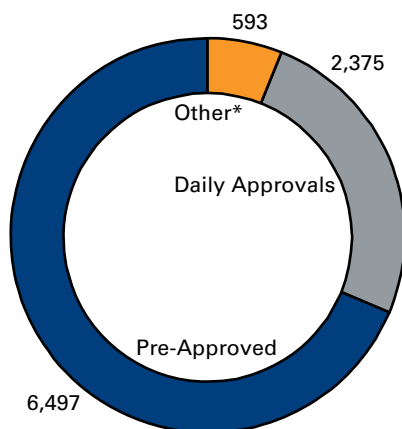


Top Five Callers vs. All Other Callers in 2009



This chart shows the number of complaints made by our five most frequent callers, identified by location.

Restricted Hours Flights in 2009
(November 2008–October 2009)



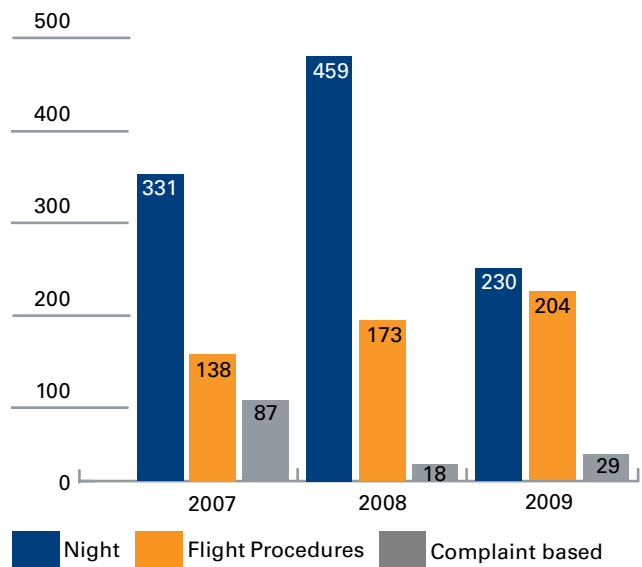
*Other operations include potential night violations, medevac flights, weather alternate flights, military and police.

Early Turn Trials

The trial program that includes early turns on the north/south runways and extended prop turn hours continues, and related complaints are minimal.

Throughout the trial from March 3, 2008, to December 31, 2009, 956 eligible jet aircraft (21 per cent) conducted an early turn off the north/south runways, resulting in five complaints. During this time, 1,552 props (94 per cent) conducted early turns between the hours of 6:30 and 6:59 a.m., while 1,296 (83 per cent) initiated early turns between 11:01 and 11:30 p.m., resulting in 24 complaints.

Enforcement Investigations, 2007–2009



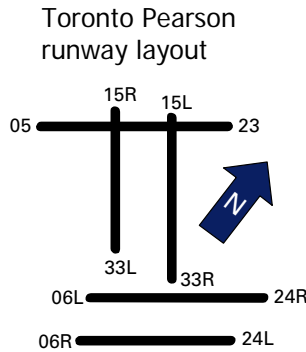
Comparison of Aircraft Movements and Noise Complaints by Runway Operation

Last year, there were 405,199 aircraft movements at Toronto Pearson, resulting in 1,908 complaints, of which 663 were related to aircraft arrivals, 1,201 were related to aircraft departures, and 44 were related to other operations (8 overshoot, 19 ILS inspections, and 17 unknown).

The following tables attribute noise complaints to various runway operations throughout 2009.

Arrivals in 2009

Runway	Movements	Complaints
From east		
23	36,944	54
24R	40,300	52
24L	32,486	44
From south		
33R	913	35
33L	9,172	130
From west		
06R	19,441	18
06L	17,612	36
05	40,606	113
From north		
15R	2,044	134
15L	3,116	47
Total	202,634	663



Departures in 2009

Runway	Movements	Complaints
To east		
05	18,964	41
06L	50,818	113
06R	1,344	0
To south		
15L	1,923	67
15R	558	3
To west		
24L	661	1
24R	52,656	146
23	55,744	358
To north		
33L	4,683	91
33R	15,214	381
Total	202,565	1,201

CENAC Update

On February 3, the Community Environment and Noise Advisory Committee discussed the night flight budget cap. Members of the public had lots of comments and questions.

A comparison of night operations between Toronto Pearson and other major Canadian airports was distributed, as shown at right.

Night Flights Compared to Aircraft Movements in 2008

